

Hongkong Daily Press.

ESTABLISHED 1857.

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OUR STANDARD BLEND OF
SCOTCH WHISKY
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HONGKONG, THURSDAY, SEPTEMBER 14TH, 1905.

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PRICE, \$3 PER MONTH.

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FOR THE BATH, TOILET AND
HOUSEHOLD.
An Elegant Preparation. Delicately Perfumed.
Promotes a healthy action of the skin, counter-
acts all effects of perspiration, and is as
refreshing and invigorating to the system
as a Turkish Bath.

A. S. WATSON & CO.
LIMITED.
HE HONGKONG DISPENSARY.
[a1342]

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"SPECIAL BLEND" WHISKY
A Blend
of Selected
Distillations of the
Finest Scotch Whiskies.
\$10.50 Per Case.
Apply to
SIEMSEN & CO., Hongkong. [a65]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per bag 250 lbs. net ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st March, 1905. [a1412]

NOTICE.

GEO. FENWICK & CO., LD., Engineers
&c., are open to receive OFFERS FOR
THE PURCHASE OF THEIR WANCHAI
PROPERTY, comprising portions of Marine
Lots Nos. 31 and 32; approximate area 43,000
square feet.
For further particulars apply to the Company.
Hongkong, 12th July, 1905. [133]

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THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th September, 1905. [2056]

SIEN TING.
SURGEON DENTIST.
No. 10, DAGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1905.

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GRANITE AND MARBLE MERCHANTS.
EXPORTERS AND CONTRACTORS.
Sole Agents of
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All descriptions of
GRANITE AND MARBLE FOR EXPORT.
Dealers in
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Prices & Estimates on Application.
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Hongkong, 17th January, 1905. [1682]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
WITH CHAMBER FOR 10 CARTRIDGES
FIRING 10 SHOTS IN 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1905. [52]

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MERCHANT NAVY
NATY BOILED
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RELIANCE CROWN
TARPAULING
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Sole Agents.

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FURNITURE STORE.
PLATED GLASS AND CROCKERY
WARE, &c., &c.; and FOGGHOW
LACQUERED WARE.
63, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1905. [222]

TURKISH CIGARETTES.

JOHN PETRINO & CO.

GRAND FORMAT	Per Tin of 50	\$1.75
GOLD TIPPED	" 50	1.60
STAR OF INDIA	" 100	2.75
PRINCESS	" 100	2.20

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Hongkong, 7th September, 1905.

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HAIG & HAIG, LD., DISTILLERS SINCE 1679.
3 Star, SPECIAL—The finest of all "Pog" WHISKIES at ... \$13.00
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00
Stop drinking rank, Smoky Stuff, because "it comes through the SOLE."
Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor.
Once tried, preferred to all others. Sole Agents for Hongkong:
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ENTRANCE IN ICE HOUSE STREET.

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Hongkong, 5th September, 1905. [a36]

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ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.
W. LAHMEYER & CO., FRANKFURT A/M.
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—
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GOOD WORK,
PROMPT
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UP-TO-DATE DARK ROOM
FITTED WITH ELECTRIC LIGHT AND FAN
AT THE DISPOSAL OF AMATEURS.

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NEXT DOOR to our FORMER ADDRESS.
Hongkong, 15th August, 1904. [a39]

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DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS
AND RESIDENTS.
BILLIARDS AND BOWLING. LAWN AND GARDENS.
JAS. W. OSBORNE, PROPRIETOR AND MANAGER. [2068]

IMITATED BUT NOT EQUALLED!
CHAMPAGNE BITTERS.
NOT A STIMULANT, BUT A RESTORATIVE NERVE-TONIC FOR ALL
COMPLAINTS ARISING FROM DEPRESSED VITALITY.
FOR FATIGUE OF MIND AND BODY, AND SLEEPLESSNESS.
ALL CLUB AND HOTEL BARS KEEP IT.

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CHEMISTS AND DRUGGISTS,
AND
ABRATED WATER MANUFACTURERS.
(Crown Brand.)
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BEHIND THE THRONE, by W. Le Queux	\$1.75
PHIL CONWAY, by A. G. Cantor	1.75
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THE SUBURBANS, by T. W. H. Croshand	1.75
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BUSHIDO THE SOUL OF JAPAN, by Inazo Nitobe	4.25
THE BOOK OF GARDEN DESIGN, by C. Thonger	2.20

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DRAPEE & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.
ALL NEW GOODS IN STOCK.
A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.
Hongkong, 27th May, 1905. [a1299]

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"	BLENDED		10.50
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SHERRY, AMOROSO	-		20.00
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BENEDICTINE, D.O.M.	-		40.50

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HONGKONG AGENTS. [a34]

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FURNITURE, CROCKERY, GLASS & PLATED WARE.

JUST RECEIVED a large and select assortment of PHOTOGRAPHIC GOODS,
consisting of Eastman's Kodaks and Films, Ilford Plates and Paper, Johnson's Chemicals,
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Pall Mall Holiday Number	0.90	
Electric Ship Lighting, by Urquhart	5.90	
Useful Tables for Scholars, by Williams	0.25	
Practical Electricity, by Ayrton	5.90	
Practical Mathematics, by Cracknell	2.70	
A Manual of Practical Mathematics, by Castle	3.90	
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Engineer's Turning, by J. Horner	3.00	
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ROYAL IRISH LINEN NOTE PAPER, AND MANY OTHER VARIETIES.

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THE FINEST
STOUT IN THE WORLD.
"BOA'S HEAD"
BOTTLING.
Per cask 8 dozen Pints \$24.00
For dozen Pints ... 3.00
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Hydraulic Lifts to each Floor.
Electric Lighting and Fans.
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CHARGES MODERATE, AND NO EXTRAS.

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A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 24th July, 1905. [a1729]

CONNAUGHT HOTEL.

A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished.
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a4]

CARLTON HOUSE

HOTELS,
No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the
Club Restaurant and the Waverley Hotel
have been thoroughly renovated and furnished
in excellent style as Private Family Hotels.
Cool Rooms, Comfort of Residents, and the
Cuisine a specialty.
Apply to—
THE MANAGER.
Hongkong, 7th October, 1904. [194]

VICTORIA HOTEL.

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On the British Concession.

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MACAO, CHINA.

In the Centre of the Praya Grande.

Both Hotels under experienced European
Management.

Every Comfort and Convenience for Residents
and Tourists.

WM. FARMER,
Proprietor.

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH
CHINA),
MACAO.

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (s.s. Hongkong), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOAVISTA".
For Terms, apply
[a241] THE MANAGER.

INTIMATION

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ESTABLISHED A.D. 1841.

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WATER
MANUFACTURERSTHE WATER used is THE PUREST that
can be obtained, and is SKILFULLY FILTERED
ON THE MOST SCIENTIFIC PRINCIPLES.THE MACHINERY employed is of latest
design and most approved type.THE BEST INGREDIENTS only are
used.GUARANTEEING
ABSOLUTE
PURITY.ENGLISH
EXPERTSManage our Factories, and their practical
knowledge and constant supervision enables us
to produce waters of unrivalled excellence and
purity.A. S. WATSON & CO.
LIMITED.Chemists by Appointment to H. E. the
Governor.

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should be addressed to THE EDITOR.
Correspondents must forward their names and ad-
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not for publication, but as evidence of good faith.
All letters for publication should be written on
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No anonymous signed communications should be
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HONGKONG OFFICE: 10A, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 14TH, 1905.

THE case of Mr. H. BENNETZ, the
British merchant who has suffered heavy
losses as a result of the refusal of the
Chinese officials to allow him to engage in
business at the open port of Changsha, has
been twice referred to in this column, on
the strength of hearsay evidence. We are
now in receipt of a long detailed statement
from the victim himself, as well as copies
of correspondence that has passed in the
matter. The trouble appears to be every-
thing as complicated as it has been re-
presented; and we are inclined to think
with Mr. BENNETZ that it is full time to awake
"the still slumbering British Lion."
According to Mr. BENNETZ, the trouble
began with some hostile Chinese proclama-
tions, which mentioned his name and the
name of his *hong*. Mr. E. FRASER, H.B.M.
Consul-General at Hankow, is said to have
expressed the opinion that Mr. BENNETZ
was entitled to reparation for the injury
and insult of these proclamations; and that
in any case his right to trade in the city
of Changsha was to be upheld. He urged
Mr. BENNETZ, according to the latter, to
take up arms as recently as February of
this year. It was in the previous Novem-
ber that Mr. BENNETZ's claim was filed,
the active interference with his rights
having begun in July. In April last, "with
the full authority" of the Consuls at Han-
kow and Changsha, Mr. BENNETZ essayed
again to establish, on his own behalf and
on behalf of other British merchants in
Shanghai, the right to open trade "in this
most anti-foreign province of China." Mr.
A. H. HARRIS, the Commissioner of

Customs at Changsha, whose view seemed to
be that Changsha city was not part of the
treaty port of Changsha, addressed Mr.
BENNETZ as follows:—[The copy is
furnished by Mr. BENNETZ.]

Custom House,
Changsha, 19th July, 1904.
Messrs. H. BENNETZ & Co.,
Changsha.

Sirs,—I beg to acknowledge the receipt, late
this p.m., of your letter of to-day's date, inform-
ing me that you are opening a *hong* as a
British firm in the Changsha city to-morrow,
and take your invitation kindly requesting my
presence. I beg to remind you that to the best
of my knowledge the city of Changsha is not
included in the treaty port limits as a place of
residence for foreign firms. The port is opened
to trade, residence is confined to the port limits.
In taking upon yourself to open a firm within
the city without, so far as I am aware, any
communications taking place between your
consul and the local authorities on the subject,
you are liable to all and any losses and incon-
venience which such action, unauthorized, I take
it to be, will entail. I now beg to give you
formal notice of the same,—I am, sirs, etc.

(Sgd.) A. H. HARRIS,
Acting Commissioner of Customs.
Later in the same day, at 8.45 p.m., Mr.
BENNETZ received the following:—

Custom House,
Changsha, July 19th, 1904.
Messrs. H. BENNETZ & Co.,
Changsha.

Sirs,—I have just received a note from the
Changsha Taotai and superintendent of Customs,
requesting me to inform you that he had just
heard of an intention on your part to open a
foreign *hong* in the city (for banking purposes it
is reported) and that to-morrow, the 20th, has
been fixed for the opening. He desires to say that
the site for the foreign settlement for the port
of Changsha is outside of the north gate and
that foreign *hongs* may not be opened in the
city. He requests that you will conform to treaty
requirements and desist from carrying out your
intentions as reported to him.

(Sgd.) A. H. HARRIS,
Acting Commissioner of Customs.

Naturally, Mr. BENNETZ, who has un-
doubtedly suffered great injustice and loss,
is not quick to grasp the possibility that
Mr. HARRIS was doing what he conceived
to be his duty to his Chinese employers.
Mr. BENNETZ thought he had no
business to meddle in a matter that
had more to do with politics than
the Customs. He was doubtless, unwise to
tell him so; but we cannot entertain the
suspicion that the merchant's trials and
misfortunes are in any way attributable to
the neglect or lack of sympathy of any
British officials at Changsha. The British
interpretation of the treaty is that Changsha
City is part of Changsha port; if it be not,
it will be difficult to find the port. The
Chinese local officials (whose anti-foreign
prejudice is notorious) maintain that the
city is not covered by the Treaty; and Mr.
BENNETZ is the shuttlecock in the diplo-
matic game of battledore. He must blame
the deficiencies of organisation or the lack
of decision and firmness which are required
to make the British Government insist upon
its own interpretation. The Chinese Govern-
ment never regards a bargain as a bargain
when it discovers that the bargainer of the
other part has no backbone. But even to say
that is too much, in view of the fact that
the British official representations have been
effectual. They have established the justice
of his claims; and the Chinese Government
has awarded a sum as compensation. This
amount is insufficient to recomp the actual
losses incurred; and if it has been accepted
in final settlement by the British represen-
tatives, without consulting the claimant (as
he says) and can be shown to be so inade-
quate, we presume that by further agitation
the balance can be recovered, if not from the
Chinese, then from the British Government.
Though important to Mr. BENNETZ, who
says that he has been financially ruined by
this affair, the question of amount is im-
material to British commerce in general.
The main thing is that the Changsha
obstructionists have been declared wrong.
But if Mr. BENNETZ is not given the
fullest justice, other merchants will not be
tempted to meddle with the privileges
supposed to be won as a result of this affair.
The boycott of Mr. BENNETZ's goods was
removed only when the Chinese thought a
clearance sale would encourage him to
leave the city; and it is only too probable
that any other merchant going to Changsha
after him would meet a similar fate—unless
the British Government allows some sort of
mailed fist to be really perceived by the
Chinese. There is also the question still to
settle, whether foreign goods must pay
likin before entering a city which is now
admittedly part of an open port. Although
happening so far away from Hongkong,
we think the case is one that would very
properly come within the purview of the
local Chamber of Commerce, which has
never taken a merely parochial view of
questions of trade relationship with China.

The Japanese have been making extensive
purchases of horse-flesh for stud purposes.

Yesterday afternoon H.E. the Governor paid
a visit of inspection to the Naval Extension
Dockyard.

The Empress Dowager intends placing Tls.
100,000 in a certain bank, the interest on which
is to be used for the benefit of the Peking work-
houses.

A Shanghai pamphlet entitled "The Hang-
chow Bore, and how to get rid of it," is again being
sent round for press notices. "The Shanghai
Bore, and how to get away from it" seems the
more important question.

A London firm of German chemists adver-
tises in the *Times* a "mosquito outfit," which
shows how important the operations of this
insect are regarded in England. The outfit
includes preparations for both prevention and
cure.

The Hon. Treasurer of the Alice Memorial
and Netherlands Hospitals begs to acknowledge
with thanks the following donations to the
funds of the Hospitals:—
Augsburg Thoresen & Co. ... \$135.55
Major Oil Tjong Ham ... 200.00

On Wednesday night, at about 11.30 o'clock
the Fire Brigade again turned out under
Chief-Inspector Baker in response to the call
of the fire-bell. On arrival at 164 Wellington
Street, they found that their services were not
required, the outbreak having confined itself
to the chimney of the house.

A Russian officer, one of the refugees on
board the *s.s. Preussen*, in conversation with
our representative, expressed his satisfaction
with the peace terms as follows: "Port Arthur
Russian, Vladivostok Russian, Manchuria
Russian, all same Russian. Japan no money
have got."

Several French dealers have recently visited
America to purchase stock for an alligator
farm, which they purpose starting in the south
of France. Alligator skin has become so highly
prized that the animal dealers believe it will
pay well to raise the alligators on this the first
farm of its kind in the world.

Captain R. H. Bacon, R.N., speaking at a
meeting of the Institution of Naval Architects,
said that the recent accidents which had occurred
to submarine boats had not in any way destroyed
confidence in the general system of submarine
work. Summaries have as many mishaps as
submarines.

The Chinese Minister to London has got into
trouble over his telegram account which he
represents as Tls. 15,000. This certainly seems
an excessive amount even allowing for the
Tibetan Treaty, and we are hardly surprised
that Peking has demanded "details." Perhaps
he fancied he was a newspaper correspondent.

In connection with the 4th and 5th issues of
the war loan, totalling 189 million yen, sub-
scriptions paid in up to the end of last month
amounted to about 156 million yen, against the
original estimate of 110 million yen, the balance
remaining unpaid being only 24 million yen.
This payment in advance has been general
both among foreign and Japanese subscribers.

Our paragraph yesterday assessing the damage to
the C. P. R. steamer *Empress of Japan* at
\$100,000 was taken from a Shanghai contem-
porary. At Hongkong a much more moderate
estimate is officially made. Mr. D. E. Brown
the General Agent, informs us that \$10,000
would be nearer the mark, although still over-
estimated. There was only, he says, "slight
damage to her deck gear."

A Tientsin paper on Sept. 2nd says:—A new
steamer built to the order of the Chinese
Engineering and Mining Co. left London on
the 19th ult. for Shanghai. She is to be on
the Shanghai-Chinwangtao run, and is called
the *Kuiping*. She carries 3,000 tons dead
weight, and has accommodation for twenty-five
saloon passengers, being fitted with electric
light and fans, as well as other comforts of the
up-to-date passenger steamer.

Yesterday was the Chinese National Festival day,
known as the Chun Chan Festival or the
Feast of Lanterns. After the New Year, this
is the most important Chinese festival, and
more widely observed by the Chinese people.
On this day they worship the moon and eat
moon-cakes and boiled taro under the moon-
light. The principal Chinese *hongs* and a good
many private residences were gaily decked with
flags and banners during the day, and at night
there were illuminations in various places. A
special article referring to one Chinese view of
this moon appears on page 5.

CORRESPONDENCE.

POLICE AND RIFLES.

[TO THE EDITOR OF THE "DAILY PRESS."]

Sir,—Is it true that an Inspector of the
Water Police fired two shots from a Winchester
rifle to make a launch stop?

Were the cartridges "blank" or loaded?
If the latter, does the Inspector know where
the bullets went?

Is this likely to occur again; and do you
think it should be allowed?—Yours truly,

NERVOUS.

WEATHER REPORT.

The Hongkong Observatory yesterday issued
the following report:—
On the 13th at 11.55 a.m. the barometer
has fallen over China, Formosa and the
Loochoos.

A depression appears to be situated to the
E. of Bashi Channel.
The wind will probably freshen from N.E.
in the Formosa Channel and from N.W. and
W. over the N.E. part of the China Sea.
Forecast:—Moderate W. winds; fair.

TELEGRAMS.

["DAILY PRESS" SERVICE.]

MISS ROOSEVELT AT PEKING.

AN AUDIENCE WITH THE EMPRESS-
DOWAGER.

SHANGHAI, 13th September.
Miss Roosevelt and party arrived
at Peking.

To-day will be spent in sightseeing.
To-morrow, the Empress Dowager
will receive Miss Roosevelt in audience
at the Palace.

[REUTERS' SERVICE.]

THE EARTHQUAKE IN ITALY.

LONDON, 11th September.
The Minister for Public Works has pro-
ceeded to Calabria in a relief train. The
country is described as one vast cemetery.
Villages have been wiped out; putrefying
corpses are littering the ground and a
demented population is mobbing the trains
and clamouring for help. Great fissures
are visible for miles.

THE RUSSIANS IN MANCHURIA.

LONDON, 11th September.
There is great jubilation among the
Russians in Manchuria at the announce-
ment of peace. President Roosevelt is
everywhere toasted. The soldiers are
apprehensive of the situation at home and
prefer to remain in Manchuria.

THE IRISH LAND PURCHASE.

LONDON, 11th September.
Mr. Long announces that the Treasury has
agreed to provide an additional £12,000,000
by the end of 1906 for Irish land purchase.

THE ST. LEGER.

LONDON, 11th September.
All M. Blanc's horses have been scratched
for the St. Leger.

AMERICAN-JAPANESE COM-
MERCIAL ALLIANCE.

LONDON, 11th September.
An economic-commercial alliance between
America and Japan is predicted in well-
informed quarters.

ACCIDENT ON THE NEW YORK
ELEVATED.

LONDON, 11th September.
A crowded car on the New York Elevated
Railway, being derailed, fell into the street,
killing ten and injuring thirty.

PARSEE NEW YEAR'S DAY.

This (Thursday) morning commences the
year 1275 Anno Yazdijerd of the Parsees. A
religious service or *Jasna* will be held at the
Club premises in Shelley Street at 8 a.m. We
heartily wish a happy and prosperous New Year
to all Parsees in the Far East.

INEXCUSABLE FORGETFULNESS.

An instance of gross carelessness on the part
of somebody has been brought to our notice,
for which at first sight it would seem the Post
Office was to blame, but which proves otherwise.
On July 25th, a registered postal package was
sent to Shanghai from Kobe, the steamer
Hyades conveying the mail. The registered
package in question happened to contain the
bill of lading for important cargo which was,
however, in the unexplained absence of the
signature, given a guarantee to the steamship
agent, a process which of course necessitated
a little trouble and inconvenience. The
exporter in Kobe was naturally surprised
to learn that the cargo had arrived in
Shanghai while the bill of lading had
not, and on making inquiries at the Post Office
and pointing out that the letter had been
registered, was informed that the *Hyades*
duly called at Shanghai, but failed to land the
cargo, and the missing registered letter,
with other mails presumably, was subsequently
returned, reaching Shanghai about four weeks
after leaving Kobe. A more glaring instance
of slipshod methods has not come to our notice
for a long while, and the case demands some
inquiry on the part of the agents of this steamer.
Recently a Japanese steamer was fined \$20 at
Hongkong simply for omitting to give notice
of the time of her departure. If a fine such as
this is imposed for a comparatively minor
offence, what penalty ought to be imposed for
such "forgetfulness" as that to which we have
referred?—*Japan Chronicle*.

THE JAPANESE MERCANTILE
MARINE.

The numbers and classification of the steamers
now forming the Japanese mercantile marine
are as follows:—

	vessels.
From 20 tons to 50 tons	376
From 50 tons to 100 tons	219
From 100 tons to 300 tons	249
From 300 tons to 500 tons	82
From 500 tons to 1,000 tons	103
From 1,000 tons to 2,000 tons	114
From 2,000 tons to 3,000 tons	90
From 3,000 tons to 4,000 tons	37
From 4,000 tons to 5,000 tons	11
From 5,000 tons to 6,000 tons	5
From 6,000 tons to 7,000 tons	28
Over 7,000	1

The total number of ships is 1,309, and their
aggregate tonnage is 882,082 tons.

CANTON.

Canton, 11th September.

POLICING OF CANTON HARBOUR.

Chan Hok Yuen (Taotai), who was appointed
Director of the Police force here by Viceroy
Shun about a month ago, is a very energetic
official. Since his appointment to that position
he has made great improvements in the policing
of the town. It is said he had a long consulta-
tion with the Poon Yu Magistrate yesterday
regarding the establishment of Water Police
for the Canton Harbour. He suggests building
twenty police boats and two steam launches
for the river service.

PEKING ADVICE TO BOYCOTTERS: "KEEP
IT UP."

On the 9th instant at about 10 a.m. the
Kwong Chai Hospital received a telegram from
the Cantonese scholars of the college in Peking
which states that the Peking Government
does not prohibit the boycott of American goods
provided it is carried on in a legal and proper
way, but the people should be very cautious
in their actions and must not use any violent
or barbarous measures in carrying out their retaliation.
They also requested their countrymen to be
firm and keep it up as long as possible.

PAWN SHOP SEIZED.

The masters of the Yen Chong pawn shop
in Lok Po Sze, Poon Yu district, were summoned
by the Poon Yu Magistrate to appear before him
to answer a charge of receiving firearms in
pawn. The defendants, who were afraid to
appear before the court, ran away and
left the pawn shop to the mercy of the
Magistrate, who immediately seized the
place and confiscated all the firearms. A
proclamation has since been issued invit-
ing people to purchase the building.

CANTON CHAMBER OF COMMERCE.

The following notice was sent round to the
members of the Chamber of Commerce here
to-day:—

Members are invited to attend a meeting to
be held in the Club (by kind permission) on
Monday, 11th instant, at 6.30, for the purpose
of considering the question of transshipping
charges on junk cargo and f.o.b. Hongkong
sales.

(Signed) C. LAURENCE.

Shameen, 9th September, 1905.

A "TIP" FOR HONGKONG.

Since Viceroy Shun issued the proclamation
re gambling, many petitions have been for-
warded to the Sin-Hau-Kak suggesting all
kinds of ways to obtain revenue to replace that
which is derived from *tautau*. A few days ago
a Bachelor of Arts by the name of Wong
Yim Fui sent a petition to the Sin-Hau-
Kak, in which he suggested the imposition
of a tax on all the people who possess more than
10,000 taels worth of property. The Sin-Hau-Kak
thought the idea was an excellent one but was
rather doubtful as to whether the rich people
would agree to such a proposition. The Bureau
of local affairs has, however, directed the Nam
Hoi and Poon Yu Magistrates to investigate
the matter and also to obtain the opinion of the
majority of the wealthy people. Should this
tax be enforced, there will be another boom in
Hongkong property. Hongkong property
holders should take this "tip" and profit by the
opportunity.

Canton, 12th September.

FIRE.

A fire broke out in Ha Chan Tong about 2
p.m. to-day. Several of the "Sing Song"
houses have been burnt down. It originated
from a matchbox by the canal. At time of
writing it is still burning.

KILLED BY A TRAIN.

At about noon on the 9th instant a woman
was knocked down by the train at Sam Ngan
Kin ("Three Eyed Bridge") and instantly
killed.

LIKIN DUTY TO BE ABOLISHED.

Viceroy Shun has received a telegram from
Peking requesting him to enquire into the likin
affair, and to report whether it could be abolished
without causing any financial difficulties.

CANTON-HANKOW RAILWAY.

On the 10th instant Viceroy Shun received
a telegram from Peking stating that the
Government has placed the administration of
the Canton-Hankow Railway entirely into the
hands of Viceroy Chang Chih Tung, Minister
Liang Cheng, and himself.

SHANGHAI RACES.

The programme of the Shanghai Autumn
meeting, which takes place this year on Monday,
Tuesday and Wednesday, 6th, 7th and 8th
November, has just been published, and in the
copy sent us we notice the usual large num-
ber of races. There are nine events set down for
each day. On Monday China ponies will com-
pete for the Maloo Plate, the Criterion Stakes,
Maiden Stakes, the Club Cup, the Jockey Cup,
the Fan Wah Stakes, the Shanghai Gold
Challenge Cup (value 500 guineas), the
Autumn Cup, and the Whangpoo Stakes. The
feature of the second day will be the Shanghai
St. Leger, the prizes being Tls. 750, Tls. 150
and Tls. 100, and the course being one mile
and three quarters. The other events are the
Northern Cup, the China Cup, the Pagoda Cup,
the Shanghai Stakes, the Racing Stakes, the
Llama Mini Stakes, the Sycee Stakes, and the
Sicowai Plate. The third day should be no
less interesting, as the following prizes will be
raced for: The Flyway Plate, the Race Club
Challenge Cup, value Tls. 500, the Cosmopolitan
Cup, the Grand Stakes, the Pari-Mutuel
Cup, the Manchu Stakes, the Consolation Cup,
the Champion Sweetstakes, value Tls. 800, the
Nil Despondum Cup. On the off-day the
Grand National Steeplechase will be run for
prizes of Tls. 250, Tls. 75, and Tls. 50. Mr.
A. McLeod is chairman of stewards and Mr.
S. W. Pratt is clerk of the course.

SUPREME COURT.

Wednesday, 13th September.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISE JUDGE).

NGAI LUM v. KWONG TAK CHEONG.
This action, which had been partly heard,
was for the recovery of \$437.17 due for work
and material supplied the defendant.

Mr. P. W. Goldring (of Messrs. Bratton,
Hett and Goldring) appeared for the plaintiff,
and Mr. C. E. H. Beavis (of Messrs. Wilkinson
and Grist) appeared for the defendant.

Mr. Goldring stated that the case was
adjourned for him to supply the addresses of the
parties. He thought the other side had
admitted his claim, which was now settled.

His Lordship referred to the counter claim
which they had better settle.

Mr. Goldring replied that they questioned
the amount of the set off.

Captain Douglas, marine surveyor, said he
knew the *Ying King* and knew defendant's
slipway. The proper rent of the slipway for such
a boat would be \$200 the first day, while a fair
price to pay workmen engaged on the propellers
was 80 cents a day for experts. About twelve,
or twenty men at the outside, would be at work
on the propellers at one time.

Mr. Beavis stated defendant's case. About

October, 1903, the steamship *Ying King* was
built, and in this the defendant's managing
partner was interested. Defendant ordered the
plaintiff to build two propellers and do other
work for the *Ying King*, but on the propellers
being examined by the representative of the
defendant firm they were rejected as unsatis-
factory. Ultimately as defendant was anxious
to get the ship in the water, defendant accepted
the propellers for six months under a letter of
guarantee. The vessel was placed in the water
in January, 1904, made her trial trip, and then
started on the run between Canton and Macao.
Somewhere near the end of May, 1904, an
accident occurred to one of the propellers,
through its striking a rock, and shortly after-
wards the propellers were examined. As a
result of this examination, defendant's man-
ager ordered two new propellers. The one
damaged by accident they promised to
pay for, but with reference to the other,
which was to be replaced by a new one, as it
would not last long owing to its construction,
the plaintiff firm would pay. The *Ying King*
was taken to the slipway, and the propellers
were examined in the dry dock, not only
by defendant but by his engineer and were con-
sidered unsatisfactory. Defects were pointed
out to the manager of plaintiff's firm, who under-
took to put in two new propellers as soon as
possible. Defendant now charged plaintiff firm
under the guarantee for the expense of docking,
\$375, and with regard to the new propellers,
which plaintiff firm were asked to put in, de-
fendant had paid \$81 under the guarantee.
That was how the set off was arrived at.

The manager of plaintiff's firm give

evidence hearing out counsel's statement.

He said that he considered the charge made

for docking was reasonable.

Cross-examined.—He was only a manager

and not a member of the firm. He was left

when the other partners ran away from the

Colony. He went to Canton himself.

Chu Hing, manager of the Ngai Lum, was

called.

His Lordship—How is the firm suing when

they have all run away?

Mr. Goldring—The manager is here.

His Lordship—There is no firm; you have

no status.

Mr. Goldring—There is a firm, my lord.

Mr. Beavis—This person says he is the

manager, I don't know from whom Mr.

Goldring takes his instructions.

Mr. Goldring—From the manager.

His Lordship—Suppose the plaintiff wins,

who is to receive the money?

Mr. Goldring—I would give a receipt for it.

His Lordship—

POLICE COURT.

Wednesday, 13th September.

BEFORE MR. F. A. HAZELARD (FIRST POLICE MAGISTRATE).

THEFT OF A BICYCLE.

Three of the crew of the *Choy Sang* were charged at the instance of Inspector Collett, with stealing a bicycle valued at \$200, the property of the captain of the vessel.

Mr. C. P. Dixon (of Mr. John Hastings' office, prosecuted).

Edward Sampson, third officer, stated that defendants took the bicycle in question and another where with the intention of having a ride. They returned on board minus one machine, which subsequent enquiries proved, they had pawned.

As the steamer was absent in Canton, Mr. Dixon asked for a remand, and this was granted until Monday.

A DISHONEST CONDUCTOR.

J. Gray Scott, manager of the Electric Tramway Co., proceeded against the conductor of car No. 11 for the embezzlement of 10 cents which he collected in payment of fares.

The evidence adduced proved that several passengers boarded the car at Shauki-tan while the conductor was purchasing some confection by the roadside. When these passengers paid their fares the conductor only gave out five tickets. A private detective and his friend were two of the new passengers, and it was to these men that the conductor neglected to issue tickets. The detective reported the matter to the manager, who, on examination, found that evening that only five passengers were entered as having travelled from Shauki-tan to Causeway Bay, and that only 25 cents had been paid in.

His Worship asked defendant what he had to say, and he stated that he forgot to issue the other two tickets. He was going to do so later.

His Worship—The case against him is very clear. Shall I give him a fine?

An littler to the man had borne a good character. Mr. Scott said he would not press for this extra disfigure. He only asked for such a penalty as would teach the defendant and others a lesson.

His Worship said he would take into consideration Mr. Scott's recommendation, and not pass so severe a sentence as he intended. The defendant would go to jail for two months with hard labour.

LARCENY.

Chan I, coxswain of the Dock Company's launch No. 11, charged three natives with the theft of 12 pieces of clothing, a watch and chain, and sundry other articles.

The case was remanded, bail being allowed in the sum of \$50 for each defendant.

INSULTING BEHAVIOUR.

Chan Wai, a youth of sixteen, was charged with behaving in an insulting manner by smoking in court before his Worship while acting in his magisterial capacity.

He was fined \$5, in default fourteen days imprisonment.

LARCENY CHARGED WITH LARCENY.

The hearing of the case in which Lukong Chow Sing was charged with larceny of a bangle from a prostitute at Shek-tsun was concluded.

After hearing further evidence his Worship inclined to the Lukong's version of the story, which was, that he took the bangle away to get a similar one made for the girl, and dismissed the case.

BEFORE MR. G. N. ORME (SECOND POLICE MAGISTRATE).

FURIOUS DRIVING.

A ricksha coolie was charged, at the instance of Inspector Collett, with furiously and rashly driving his vehicle at West Point, thereby causing bodily harm to the complainant.

Inspector Collett stated that the complainant was walking along the road, carrying two baskets heavily laden with vegetables. Three ricksha coolies were coming towards him, and as he could not get out of their way he called to them to get out of his. The defendant ran into him, breaking his leg, and necessitating his removal to hospital, where he was still under treatment.

The case was remanded, the defendant being allowed out on \$25 bail.

DISORDERLY BEHAVIOUR.

At the instance of Tramway Inspector Sanderman, a Chinese passenger was charged with behaving in a disorderly manner on Car No. 25 near the Sailors' Home.

Mr. J. Gray Scott watched the case in the interests of the Tramway Co.

The Inspector stated that the defendant got on the car at the Sailors' Home to go to Kennedytown. It appeared that on a previous occasion he had been charged two cents for this ride, therefore when the conductor charged him four cents he resented it, and called him a tortoise, a black cat, etc.

In default of payment of a fine of \$4, defendant was sentenced to 14 days imprisonment.

BURGLARS PUNISHED.

Four coolies were charged with burglariously entering the house 206 Des Vaux Road on the 7th inst and stealing clothing and a silver watch to the value of \$100. The men were arrested at different times by Chinese detectives, and all the property was recovered—some being found in pawnshops and a part in a dust box. The first and fourth men were sentenced to three months imprisonment and six hours' stocks, the second to two months imprisonment and six hours' stocks and the fourth, a boy of 13, to 14 days imprisonment, 12 strokes with the birch and six hours' stocks.

LATEST STEAMER MOVEMENTS.

The P.M. str. *Mangolia* will leave Yokohama on the 14th inst., and will arrive at Hongkong on the 28th inst.

The str. *Fluminense* left Singapore on the 12th inst., and is due here on Monday, the 13th inst.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council will be held this afternoon. The orders for the day are: First reading of a Bill entitled An Ordinance to amend the New Territories Land Ordinance, 1905. First reading of a Bill entitled An Ordinance to transfer to the General Revenue the monies standing in the Treasury to the credit of the Widows' and Orphans' Pension Fund, to provide for future payment of pensions to the Widows and Orphans of deceased Public Officers, and to make the payment of the same a charge upon and payable out of the said General Revenue. Second reading of the Bill entitled An Ordinance further to amend the Merchant Shipping Ordinance, 1899, and for other purposes. Second reading of the Bill entitled An Ordinance further to amend the Protection of Women and Girls Ordinance, 1897. Second reading of the Bill entitled An Ordinance to amend the Summary Offences Ordinance, 1845. Second reading of the Bill entitled An Ordinance relating to the Summary Jurisdiction of Magistrates in reference to Married Women. Third reading of the Bill entitled An Ordinance for authorizing the Construction of a Tramway within the Colony of Hongkong.

A BOYCOTT SIDE-LIGHT.

News reaches us from a Hankow correspondent that the Boycott in that port is being carried out with great enthusiasm. A few days ago a large representative meeting of the wealth and learning of the three cities was held in a temple, when an eloquent speaker assured the audience that the barbarity of the Americans was beyond description. As an instance, he told them that a favourite amusement of the Chinese, look them up in a house and then turn them to ashes. This harrowing tale made a deeper impression on the audience than the recital of Lamb's roasted pig could possibly have done. Some of the anti-American phrases passed throughout Wuchang, HanYang, and Hankow are of such a nature as might well make the Western professional poster writer turn green with envy. As truth-tellers they are said to be unmerciful, but the lies are so ingeniously interwoven that those who read the bills go away thoroughly convinced that all devils the Americans are the worst. Some of these phrases were traced to the establishment that printed them, when it was found that the firm was under the protection of an American.

THE STRAITS DOLLAR.

The *Straits Times* says:—Exchange is again becoming a highly interesting because daily fluctuating quantity. The dollar, which has been rising steadily for the past few days, took a slight dip again this morning, and is now weaker. Nevertheless its rise again to-morrow or next day seems a strong probability. This morning an extraordinary rumour was put about to the effect that a meeting of representatives of the leading European firms in the Colony had held a secret meeting to discuss the subject of exchange at Messrs. Boustead & Co.'s offices yesterday afternoon, and that the Banks were debarrued from participating therein. It was further rumoured that the meeting had passed a resolution petitioning the Government to issue more dollars—thereafter at the same time that if their prayer were refused by the local authorities, they would petition the Secretary of State. So far as can be gathered, no such meeting was held by any body of Singapore traders yesterday, and it certainly was not held by any representative gathering of British merchants in Messrs. Boustead's godown or elsewhere. Another matter bearing upon the same issue was freely discussed in certain quarters yesterday, and is still being debated today as a comprehensible probability. That is the mooted suggestion that Sir Michael Hicks-Beach, who has now his way to Singapore as an umpire for the Tanjong Pagar Arbitration Board, may be coming with a double mission, and that his good offices may be sought by the Straits Government in the standardising of the Straits dollar. Sir Michael has been twice Chancellor of the Exchequer; and as it was during his later term that the sovereign became legal tender in India, it is possible that he might now be consulted on the subject of making it so in the Straits. In India the ratio is 15 rupees to the pound sterling, and the problem that particularly baffles local financiers at the present juncture is:—At what relative value to the pound and the Government will fix the dollar here? Opinions differ, but on a freely expressed theory is that it is desirable to establish it as a token with the value of 2 rupees—2s. 6d. That figure seems high, and though it would be a definite ratio of exchange between India and the Straits would have its undeniably great advantages, it is financially difficult for a Government to give such an enhanced value to any coin by a law and rather expensive, and therefore aggravating process. The more commonly expressed opinion is that a 2s. 6d. dollar will be established. The former it would seem, could be easily done in face of the recent steady rise of the dollar, which, under existing local conditions seems liable to rise to 2s. 2d. or 2s. 3d. of its own accord—before the end of the year. The higher figure, however—2s. 6d.—would have great advantages as being the eighth part of a pound, which would render it easy to calculate any number of dollars in sterling. Indeed the advantages of a half-crown dollar are so palpable that they need no demonstration. Half-a-crown, however, shares to a certain extent the disadvantages which accrue to the 2s. 6d. figure (2s. 8d. being a far in advance of the current value of the coin that its speedy adoption might be difficult). Therefore some persons are of the opinion that it is not improbable that some figure in the approximate vicinity of 2s. 4d. may be selected as the current standardised sterling value of the Straits dollar.

THE PRICE OF RED TAPE.

The continued increase of official and its cost forms the subject of a memorandum which has been issued by the British Law Society. The annual cost of the Bankruptcy Department of the Board of Trade is £189,000, of which official salaries and pensions represent £111,000. The cost of the Companies Winding-up Department, which now amounts to £27,000, was originally fixed at £5,000. It is contended that these departments have failed in the object for which they were instituted. The Land Registry is described as another case of failure on the part of a costly officialism after a long trial. The cost to the State has been more than £100,000, and if the measure were extended to the country generally, it is estimated that the annual cost would amount to £2,500,000. It is believed that the expenses of working the proposed Public Trustee Bill would be at least £1,000,000 per annum.

THE PEACE AGREEMENT AND THE JAPANESE PEOPLE.

INCIDENTS SHOWING PUBLIC FEELING.

The *Japan Chronicle* reports:—One or two rumours have been circulated to the effect that the agreement concluded by Japan with Russia contained a secret clause by which Japan would greatly benefit, but the public is firm in its belief that the Government has concluded an agreement humiliating to the national honour. That this belief is held with intense earnestness by many people is evidenced by reports from Tokyo. On Friday the Premier received no less than seven letters from private and obscure individuals rebuking him for the Government's management of the negotiations, and some of these letters even advised him to resort to *lantern*. The Premier's residence is strongly guarded by police, as are those of the Elder Statesmen, Counts Matsugata and Inoue. Another incident occurred on Friday which appears ludicrous in its solemnity, but is none the less a significant illustration of the temper of the present dominant among the people. Shortly before noon, a man not more than thirty years of age, dressed in the old ceremonial *kamishimo* (generally worn at funerals) called at the Foreign Office. He carried a small packet in one hand and a national flag in the other. It was at once noticed that the red emblem in the centre of the flag was draped in black cloth, and that the white ground was bordered in black. On the flag was the inscription, "Monru for the Peace Conference Agreement." The man applied for an interview with the Minister, which being refused, he moved quickly away. This incident was the observed to pass a number of slips in the compound of the Foreign Office, on which was the following announcement:—"Respectfully mourn the Peace Conference coming into agreement."

The Japanese Press continues by pen and pencil to endeavour to foment the indignation of the people, and one or two journals go far towards inciting the public to violence. The principal of these is the *Yokohama*, which exceeded the bounds of criticism by a personal attack on Baron Komura, advising the public to "turn their backs" on the Baron on his return home. This article is significant of the attitude of the people, but fortunately they are a minority. The publication of the *Yokohama* criticism resulted in the issue being suppressed. Other journals say as much as the *Yokohama* by way of cartoon, but a certain license is always extended to this form of criticism. The *Asahi*, for instance, publishes a cartoon depicting the triumphal progress through the streets of Admiral Togo, borne aloft on a portable shrine by a score of coolies, and in contrast to this other sketch setting forth the funeral of Baron Komura. The bearers wear tall hats and have extremely long and cadaverous faces while the Baron himself is seated dead, and with a very resigned expression. Such a cartoon will do nothing to provoke a rash and is comparatively harmless. This *Asahi* also publishes a map of Saghalien, which is being cut into halves by a sword.

The *Osaka Mainichi* reproduces a war sketch drawn last year which must do a good deal to inflame the minds of the mass. The sketch portrays a scene representing the appearance of the approaches to Kurokita Port, Port Arthur, after it had been carried by the Japanese. The fort was taken in the first general assault on Port Arthur, in September last, and it is stated that the bodies of the Japanese lay rotting in the trenches and approaches to the fort a month after the battle. This sketch shows decomposed bodies prone upon the ground and in various attitudes grasping their arms as when they were shot dead. Grinning skeletons meet the eye in all directions. If the picture represents an actual scene, it is terrible. The authorities refused to allow it to be published at the time it was forwarded by the *Mainichi* correspondent, but its publication in this crisis cannot but turn the public mind against the horrors of war that inflame it against the Government, which seems to be the object of the insertion of the sketch.

With very few exceptions the Press in Tokyo criticises without quarter the action of the Government and the plenipotentiaries in the agreement of peace that has been concluded with Russia. The exceptions are the *Kokumin*, the *Nippon*, and the *Chugai Shogyo Shinbun*. The *Chugai Shogyo Shinbun* is the organ of the merchants, and Mr. Okura, the well-known Tokyo merchant, has a considerable interest in the journal. That it should at this crisis, therefore, take a favourable and moderate view of the policy which the Government has adopted would seem to show that the mercantile class considers that the termination of hostilities will be very much to the advantage of the trade of the country.

The *Nichi-Nichi* says the terms originally proposed by Japan were moderate and liberal, but the Russian plenipotentiaries were greedy and humiliating to Japan in the highest degree. The brilliant glory achieved by Japan in the campaign has been entirely overshadowed. Why, says the *Nichi-Nichi*, did not the Government break off the negotiations when such ignominious conditions were proposed? In agreeing to the partition of Saghalien the Government has voluntarily sown the seeds of future trouble with Russia.

The *Asahi* says:—With the advantages of brilliant military success, with a loyal and valiant army and navy and a patriotic people, and with the support of an allied power, the Government entered upon the peace negotiations. Had a little child been entrusted with the duties of the negotiations, he might have persuaded the Russian plenipotentiaries to accept Japan's terms in *lots*. But our emissary gave way inch by inch and accepted conditions which have betrayed the nation, have betrayed the army and navy. They have sold their faith and brought disgrace upon Japan. This humiliation is a hundred times worse than that sustained by Japan in the retrocession of the Liaoting ten years ago. The only course now left is for Japan to refuse to ratify the agreement.

The *Mainichi Shinbun* (Tokyo) expresses the fear that the peace of the Empire may be disturbed in consequence of the agreement. This journal points out that Russia has striven hard to defeat the Japanese demands and for long refused to cede an inch of territory or to pay the smallest indemnity. Japan has done her utmost to bring the negotiations to a successful issue, even going to the extent of consulting Russia's interests in order that peace may result. Japan has been the victor has been the sacrificer of a hundred thousand lives has been all to no purpose. All this has been reduced to nothing by the diplomacy of a foreigner. The indignation of patriots may endanger the peace of the Empire.

The *Jiji* as usual is more moderate in its opinions. The nation, it says, never desisted on such a basis, having been unanimous in its determination to persist to the end before any peace had been obtained. But now a glorious peace has been agreed upon, and the plenipotentiaries, and unsatisfactory as they are, nothing can be done but to abide by them, bearing the inexpressible disappointment with patience.

In the opinion of the *Miyako*, an ultra-Chauvinist journal, the failure of the Government to be rounded by the nation itself, and if this is impracticable they must appeal to the Emperor as a final resource. The *Miyako*'s article concludes thus:—"If there be any among the forty millions of people who approve of this disgraceful peace they number only sixteen—the ten members of the Ministry, four Elder Statesmen, Mr. Takahira, Minister at Washington, and Mr. Tokutomi Soho, Editor of the *Kokumin*."

The *Kokumin*, naturally, congratulates the Empire on the conclusion of peace. It says:—"We have at last attained peace as the result of the victories in the campaign. We have obtained more than we expected—great concessions in regard to Korea, Manchuria, Taiwan, the Chinese Eastern Railway and the fishing rights on the littoral of Siberia. These are gains above and beyond the object of the war when it was declared. We not only congratulate the Empire on the restoration of peace, but on peace obtained with honour and profit."

The *Nippon*'s article is remarkable. It observes that the position of Japan in the peace negotiations, inexperienced as she is in diplomacy, is exemplified in a law student direct from school being defeated by a "3-son" lawyer at the bar. At the end of the Japan-China War, Japan learned a good lesson in diplomacy from the intervention of the three Powers, and Japan will learn much more from the difficulties experienced in the late peace negotiations. By these negotiations, the pride of all classes of the people, high and low, caused by the success of the campaign has been kept within proper bounds. Nothing can be more gratifying than this.

THE NUMBERING OF YARNS.

A letter contributed to a Shanghai contemporary says:—"In view of what is now happening to American goods here, the following extract from an article in the *American Cotton Manufacturer* headed 'Introduction of International Uniform Numbering of Yarns on the Decimetric System' is rather significant reading, to say the least of it."

The entire reform with, therefore, practically depend upon the fact, whether the opposition of England to the introduction of the metric-decimetric system of numbering yarns can be overcome.

Should this not be possible the combined endeavours of the Continental spinners will no doubt be directed first of all, as was already brought forward in the Paris Congress of 1900, to make the metric yarn system obligatory in their countries, and to forbid by law the sale of any more yarn according to any other numbering. This would assuredly mean such a serious disturbance to English spinners in their previous business arrangements, that the demand for the legal introduction of the metric system in England would also soon become irresistible."

JAPAN ISOLATED.

The *Japan Chronicle* on the 3rd inst. said:—"At the present moment Japan is cut off from all telegraphic communication with the rest of the world. Just as the nation is waiting on the tip-toe of expectation for the terms of the Treaty of Peace, and to know what the rest of the world thinks about the agreement, and at the same time that the world in general is anxious to know the view that Japan takes about it all, the cable between Shanghai and Japan has failed to act. The Nagasaki office on Friday night informed the principal telegraph office throughout the country that the cable had been interrupted, and that messages could not be forwarded beyond Japan. Yesterday we caused inquiries to be made at the local telegraph office, and we were informed that the demand had not yet been repaired and that it would probably be two or three days before cable communication could be resumed. Of course the other line upon which Japan has been dependent, the Great Northern, via Vladivostok, has been unavailable since the beginning of the war. It is annoying that the cable which has borne so many important messages during the war should have broken down at this critical juncture."

THE DESTRUCTION OF TOKYO CHURCHES.

The *Cablenews* published the following:—"Shanghai, September 8.—Ten Christian churches and missions in Japan have been destroyed by Japanese mobs who thereby sought to show their hatred and contempt for the God of the western world and for all that Christianity represents."

The mobs burned and tore down the churches, and are said to have desecrated the sacred vessels in one or two Catholic temples. The authorities made every effort to prevent the destruction of the churches and are in no way responsible for the acts of the mobs who were composed for the most part of ricksha pullers, coolies, labourers and loafers.

They have no particular organization but listened to speeches by minor demagogues who incited them to acts of frenzy. They were told that the mild terms granted Russia—the cession of half Saghalien and the waiving of a money indemnity—were forced on Japan by the United States and Germany, and that as in 1894 when Port Arthur was stolen from them by the Powers, the Japanese were to be cheated of the fruits of their victory by the envy of the other nations for her prowess. The British minister at Tokyo has called to his government that the outbreak was not general nor deserving of any special attention, though it is a shock to all educated and loyal Japanese. The embassies of the foreign ministers are guarded by troops and martial law has been declared.

THE FURTHER ISSUE OF JAPANESE BONDS.

It is believed in some quarters that the sixth issue of Domestic bonds will be made by the middle of this month, but, according to a Tokyo dispatch, an official of the Finance Department is reported to have stated that nothing could be decided before the conclusion of the peace negotiations. The Government, however, is convinced of the necessity of a further issue of bonds irrespective of the result of the negotiations. More bonds will be issued sooner or later, and the amount and conditions will be decided according to the condition of the money market.

In reply to the question, that presuming peace was concluded without any indemnity, as generally believed, what plan had the Government for settling right the financial situation after the war, the official stated that while the Government had not yet formulated any scheme, the issue of the negotiations should be as anticipated, it would be of great consequence to the financial administration of the Empire.

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M. GAINS,

MANAGER.

[1896]

Hongkong, 11th September, 1905.

UNBEATEN RUSSIA.

The *Times* representative on the doorstep of the Peace Conference Chamber sent a long article on Aug. 13, which included the following:—

Neither on this nor, so far as I know, on any other point of Japanese diplomacy do the Russians dogmatize. We cannot get inside the Japanese mind, remarked one of them. I listened last evening to a statement which I thought tragic in its simplicity.

"You know we have accepted some of the Japanese proposals, rejected other. We accept none which we think derogatory to the honour of Russia or to her dignity. Her interests we have in some instances sacrificed. The fortune of war has to a certain extent gone against us. We have to recognize that. We do recognize it in our answer. There are even points which a year ago we should have said honour or dignity forbade us to surrender. But even honour and dignity, though in themselves unalterable, may be affected by circumstances when you apply them to questions which defeat has forced upon you. We have bowed our heads to the will of God. A reason the more why we should not bow to the will of any other."

"What the Japanese do not understand," he continued, "is the true state of opinion in Russia. They look upon us as a beaten nation. That is not his Majesty's view, not the view of his Ministers, not my view, not that of the Russian people, not that of any Russian I know. We are not ready, we shall never be ready, to make a dishonourable peace. The military party, a war party, is in itself weaker than it was, but its strength, its purpose to maintain the struggle if forced upon us, has passed into the minds of the Russian people. In Japan the war party is stronger than ever; its ascendancy in the councils of the Emperor is almost undisturbed. In Russia there is no longer a war party except so far as a continuation of the war is essential to maintain the true interests of the Empire. So long as they are in peril there will be no peace."

I asked whether the decision to reject certain demands of Japan would be affected by what might happen in Manchuria while the Conference was sitting.

"Never" was the answer. "No matter what happens in the field, no matter whether victory or defeat await us, no matter what disaster befalls the Russian arms, to certain demands of Japan we will never agree, never, never."

THE TROUBLE AT AMOY.

Amoy is the port from which the tribute of birds' nests has been sent since the reign of Chien-hung, the 4th emperor of the present dynasty. It is undertaken by the merchants, and sent twice a year, in the spring and autumn, through the Tartar-General, Viceroy and Governor. At first the quantity sent was one hundred catties, but this was afterwards increased to one hundred and sixty catties; seventy catties sent in the spring through the Viceroy and Governor, and ninety catties in the autumn through the Tartar-General and Governor; and although the Governorship was abolished some years ago, the amount of tribute remains the same. The delicacy is produced in Siam, and sold in Hongkong, where the merchants go to purchase it, and the cost per catty is between sixty and seventy dollars, the cost of 160 catties being some 10,000 dollars. But in addition to this kind of illegal fees to the yamens, toll local and in the provincial capital, amounting in a further sum of 10,000 dollars, while there have to be added the salaries and expenses of the employees of the merchants who undertake to supply the tribute. The income is derived from dues levied on imports, and these were formerly sufficient to cover expenses, but now that foreign imports have considerably decreased they are not sufficient, and the merchants suffer great loss in consequence. Chang Ching-mu, a secretary of the Board of Commerce, has been at Amoy investigating the state of trade, and has been petitioned by the merchants to relieve their distress. He has communicated with the Board of Commerce which suggested that the tribute be undertaken by the Native Chamber of Commerce at Amoy, and requests that the illegal fees be abolished. It is possible that the abuses to which these merchants have been subjected have been the partial cause of the trouble so recently reported from Amoy.

THE HARDY LIKIN.

A Kuoilin, Ks., correspondent says:—"Many people believed at one time that by the middle of 1905, no such thing would exist, but it exists, and from all accounts is in a very vigorous condition. 'Men many come and men may go but I squeeze on forever,' might well be posted above all its office doors. Goods from Wuchow to this city (about 250 English miles) have to pay up at four stations. Lastly it has laid its 'suction' on the Post Office. A short while since I sent some articles valued at one dollar ten cents to the next province, for which I had to pay seven cents' likin; before the Imperial Post Office could forward it. Talking about the Post Office, when we go to see the last of those pestiferous little 'postage-due' stamps?"

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Hongkong, 29th August, 1905. [1887]

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STILL ANOTHER CURE

Baby Raw With Humour Suffered Agency, Mother Discouraged.

"A terrible sore and humour broke out on my baby, looking like raw flesh, and causing the child untold agony. My physician could not help him, and I was discouraged. Then I tried Cuticura Soap and Cuticura Ointment with almost immediate success. Before the second week the sore was gone, not leaving a trace of anything.—Mrs. J. H. Block, 281 Rosedale St., Rochester, N. Y."

AND STILL ANOTHER

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Wm. FARLANE, Manager.
Hongkong, 15th November, 1904. [55]

THE STORY OF THE STARS.

[WRITTEN FOR THE "DAILY PRESS."]

BY CHARLES J. H. HALCOMBE.
Author of "The Mystic Flower Land,"
"Children of Far Cathay," etc.

"Stars teach us well as things. At Nature's birth,
Thus their commission was—Be kind to man."
Where art thou, poor benighted traveller?
The stars will light thee, though the moon should
fail.
Where art thou, more benighted, more astray?
In ways unknown? The stars call thee back.
And, if obey'd, their counsel sets thee right.
This prospect vast, what is it? Weigh'd aright
The Nature's system of divinity.
And every student of the night inspires
The older scripture writ by God's own hand:
Scripture authentic—uncorrupt by man."—Young.

As we gaze back through the dim vista of
ages—back to the dawn of human intelligence
—we picture to ourselves primeval man sitting
in the solemn silence of night and looking up
steadfastly into the starlit dome of the heavens.
Their vastness and magnificence appeal strongly
to his untutored intellect, holding him spell-
bound with awe and wonderment. He forgets
his mundane surroundings and the sordid
struggle for existence; and while vague fancies
flit through his mind, hushing it into con-
templative repose, his slumbering soul awakes to
an indescribable yearning for the infinite—for
the great unknown shadowland which lies
beyond the boundaries of human life and con-
sciousness—of which the divine part of his
nature seems to have strange premonition.

Some bright star particularly attracts
his attention, and night after night he
watches for it and follows its progress until it
becomes a part of his very life and he identifies
it with his destiny. He feels that it is in
sympathy with him and he weaves around it a
halo of romance and superstition, eventually
coercing himself with the belief that it is in-
habited by all-powerful intelligences whose aid
he invokes by prayer. Should he be setting out
on a warlike expedition, he observes the
appearance of this tutelary orb and if it
shines brightly he feels convinced that it
augurs well for him, and, being thus inspired
with fatalistic confidence, he fares forth boldly
to the fray. When a child is born to him,
he eagerly marks the position of this guardian
star or chooses another higher and brighter
planet in the middle heavens; and the fate and
character of his offspring, together with the
circumstances of its nativity, form a precedent
which is imprinted upon the memory of its
kindred and is handed down to posterity.

Centuries roll on, and a vast and varied
store of mysterious information has been
accumulated and passed on by oral tradition
from generation to generation. The man
has an inborn faith in the potent influence,
for good or bad, of these stellar bodies,
and having discovered that all earth
life is swayed by them—especially by the action
of the sun and moon—he sets about to ascertain
the law which governs Celestial phenomena.
By patient observation and mathematical
calculation he divines many of nature's guarded
secrets and, in time, is thus enabled to foretell
coming events and predict the fate of persons
and nations.

On the world-forgotten plains of Eastern
Asia, these occult mysteries became interwoven
into the lives of the nomadic Mongol tribes
which afterwards instructed the progenitors of
the modern Chinese in their lore. To a
remarkable extent the latter improved upon the
knowledge thus acquired; one of the cardinal
principles of their astrology being that each
hour was ruled by a particular star; and since
they attached peculiar superstitions to human
life, the time of a child's birth was a matter of
deep import. This led to an almanac being
made in which the four quarters of the year
were represented by four deities, each having
twelve honary characters upon various parts of
its person, the forehead, breasts, shoulders, abdo-
men, legs, etc., and from these hour-marks on
the diagram the parents were able to cast the
infant's horoscope. This reminds one somewhat
of the theory expounded by Lactantius and his
predecessors Agrippa, Coelles, Boyrin, Lescot
and David l'Aigleux, namely that the human
body is under the direct influence of particular
planets, the Sun governing the head, the Moon
the left arm, Jupiter the stomach, Mercury the
right foot and Saturn the left foot.

The Chinese selected a number of days in
each month which were considered lucky or
unlucky; and as the moon's phases changed
every seven days, the seventh day was said to
possess certain mystic and auspicious ele-
ments which rendered it unsuitable for work or
amusement, consequently it was marked with
the character *Mu*, signifying silent or secret.
It is a noteworthy fact that neither the Greeks
nor Romans used the week, which was essentially
of Oriental origin. (It was not until the
time of the Emperor Theodosius, in the fourth
century, that the Romans divided their month
into four weeks.) Again the 365 days of the year
were divided into twelve-day sections, each under
the influence of a certain planet, of a terrestrial
element and of one of the lunar mansions, and
each section had its lucky or unlucky days.
For instance, in a given month—the month
beginning with the new moon—it might happen
that the 6, 7, 9, 11, 13, 23 and 30th days were very
unlucky, while the 2, 3, 5, 10, 12, 14, 15, 17, 22,
24, 27 and 29th enjoyed a happy medium,
though the 1, 8, 13, 20 and 25th days were
most propitious. In the Celestial cosmogony
of the Chinese [Universal, Ed.] the sun
represents the male principle and the moon the
female. The emperor is represented by the
sun and his subjects by the moon, while the five
planets stand for the highest civil ranks: duke,
marquis, earl, viscount and baron.

We trace the slowly-rising science of astro-
logy across the great Indian Empire and onward
to Chaldea and the land of the Pharaohs. There
were seven planets in Ancient Egyptian and

Chaldean astronomy, and they were arranged in
accordance with the length of their period
as follows:—1 Saturn, 2 Jupiter, 3 Mars,
4 the Sun, 5 Venus, 6 Mercury, 7 the Moon.
The twenty-four hours were dedicated in
succession to these orbs, and, whatever planet
began the day, the cycle of seven was repeated
three, the first planets completing the 24 hours;
so that the first hour of the next day was ruled
by the fourth planet of the cycle thus begun.
Like the Chinese, the Egyptians had certain
days which were considered very unfavourable
to any undertaking. These fell on the follow-
ing dates: January, 1, 2, 4, 5, 10, 15, 17, 19;
February, 7, 10, 17, 27, 28; March, 15, 16, 28;
April, 7, 10, 16, 28; May, 7, 15, 20; June, 4,
10, 22; July, 15, 20; August, 1, 19, 20, 29, 30;
September, 3, 4, 6, 7, 21, 22; October, 4, 16, 24;
November, 5, 6, 28, 29; December, 6, 7, 9, 15;
17, 22.

Throughout Biblical history we find that
frequent allusion is made to the heavenly bodies
and to astrologers and soothsayers.
The Stars in their courses fought against Sisera.—
Judges V, 20.
The King cried aloud to bring in the Astrologers,
the Chaldeans and the Soothsayers.—Daniel V, 7.
There shall be signs in the sun and in the moon
and in the stars; and upon the earth distress of
nations, with perplexity; the sea and the waves
tearing.—Luke XXI, 25.

To quote from Mr. Perne Old's interesting
and scholarly article in the February issue of
the *Occult Review*. "It is evident that the
Chaldean Science must have passed through
Egypt, since Moses was brought up as a prince
of Egypt, receiving, as such, initiation at the
hands of the priests of Isis. And the traditional
knowledge must have been perpetuated in Baby-
lon till the days of Daniel, for we read that it
was from 'books' that he studied the cycles of
the planets and the numbers of the years."
The Feast of the Passover instituted by Moses
after the exodus from Egypt is evidence of
some approach at least to exact astronomical
observation by the great law-giver, for the
Hebrew word *pesach* (Paschal) signifies 'a
transit,' and has apparent reference to the phe-
nomenon of the equinoctial procession. Moses
corrected the traditions and calendar of Israel,
by the institution of the Feast of the Lamb at
the time of the Passover. And this is taken to
refer to the procession of vernal equinox from
the Sign Taurus to that of Aries. Left to
themselves during the period of Moses' com-
munion on Mount Sinai, the people of Israel
naturally reverted to the worship of Apis
[the sacred black bull of Memphis called in
the Bible the Golden Calf, Ed.] which
they had long observed, without under-
standing, as forming part of the ritual of
the Feast of Apis [regarded as an incarna-
tion of Osiris, Ed.] at the time of
the sun's entry into Taurus. A consideration
of the known mean rate of precession affords
a very close approximation to the Septuagint
chronology as regards the exodus, sufficiently
close, at all events, to constitute a firm ground
for the belief that here, as in other matters
already referred to, the Israelite leader was
influenced by his astronomical and astrological
knowledge in most matters of legislation and
religious ordinance."

From Egypt the flood of astrological science
steadily pressed on westward to Greece and
Rome, the Grecians dividing their months into
periods of ten days. Kings and great nobles
had their favourite astrologers whom they
invariably consulted before embarking upon
any enterprise. From Italy this mystic lore
passed through Spain and France, and we are
told that Louis XI. attempted nothing without
the advice of Morienus Galeotte, a famous
astrologer from the Court of Corvin,
King of Hungary; and in the eighteenth
century the Count of Boulainvilliers won
much repute through his astrological learning.
Of late years astrology has been rescued from
oblivion and raised from the ashes of long neglect
to the status of an exact [sic, Ed.] science. By
careful calculation truly wonderful results have
been obtained; and no sane person can dispute
the testimony of such men as Mr. Stied, Mr. C.
Arthur Pearson and Mr. A. G. Trent as to the
genius of this science. (In that case, our
conclusion is proved by well-known historical facts
and the Stars—a scholarly treatise in defence
of astrology—that our physical constitution is
very susceptible to planetary influence, and that
marked traits of human character have reciproc-
al relationship with certain planetary phases.

"Ye stars! which are the poetry of Heaven!
If in your bright leaves we would read the fate
Of man and empire, 'tis to be forgiven,
That in our aspirations to be great
Our destinies cleave their mortal state
And claim a kindred with you; for ye are
A beauty and a mystery, and create
In no man love and reverence from afar
That fortune, fame, power, life have
Named themselves a star."

CHARLES J. H. HALCOMBE.

NO UNEMPLOYED PROBLEM AT
MANILA.

There are few unemployed Americans in the
islands. Anyone who can do anything can find
something to do, though it may not be his first
choice of work. As nearly every man comes
over here with his position secured in advance,
there has been no transmigration from America
to the Philippines. Death, sick leave, resigna-
tions, and discharges for cause have made
vacancies as fast as men could be found to fill
them and as a result we have no class of
unemployed in Manila.

The one possible exception is in the case of
the American seaman. It is the custom of the
American consuls at Chinese and Japanese ports
to send all unemployed and troublesome
Americans to Manila as the nearest port under
the stars and stripes. These men land here
unemployed and destitute and, in individual
cases, are a serious menace to the peace of the
community. Manila needs a good sailors' home
with facilities for taking care of these men
and finding them employment. The present
institution in San Nicolas has been entirely
inadequate to the situation, but with the pro-
posed enlargement, it ought to be in a position
to find berths for the able-bodied seaman, and
look after the helpless who come this way.
Good intentions have been the chief asset of the
present quarters, but better things are now
promised, though a remarkable work has been
done with the means at hand.—Cablenews.

AN UNDERPAID ARMY.

WHY THE BRITISH OFFICER IS RESIGNING.

Last year over 1,500 officers holding com-
missions in the British Army sent in their
papers. The significance of this fact cannot be
over-estimated. For what is the reason of this
dissatisfaction? I put this question to an
officer of some fifteen years' service, and his
answer came pat enough: "We are not paid
a living wage," he said. "Here am I after
fifteen years' service drawing £200 a year, with
a prospect of, perhaps, an additional hundred
for a few years—after that, retirement on a
pension, and unless something turns up in
the shape of a civil appointment—a remote
contingency—a life of enforced and straitened
idleness. And this when I am in the prime of
life, and could be of some real service to my
profession."

"But this is as it always has been," I said,
"in the British Army, and does not explain
away such an unprecedented resignation of
officers."
"The conditions are altered," he said. "In
the old days we had not much to complain of;
we went into the Army with our eyes open—
I mean they knew they were not embracing a
lucrative profession, and they knew they would
not be called upon to do more than a corres-
ponding amount of work for money received.
The Army was regarded more as a playground
than a school. It afforded more opportunities
for pleasure amusement than any other
profession. We could not in face of this
acknowledged fact complain of being underpaid."
"Now all that has been changed. We are
expected to work as hard as, if not harder than,
members of other professions at the same rate
of pay as before. Here am I, at the age of
thirty-five, about to undergo a stiff examination
of four days' duration. What other profession
subjects its members to such an ordeal at my
time of life?"

"But the conditions are different in most
other professions," I said. "The Army is, or
ought to be, progressive, and must keep up with
the times. And there are professions where a
man, although he may not have to pass examina-
tions, has yet to study outside his actual
practice to succeed in that practice—a doctor
for instance."
"The case is not on all fours," he replied.
"A hard-reading doctor's report for extra study
by increased remuneration; we have to work
harder for a barely living wage. And this is
the reason why so many of us are resigning.
The Army now is for the man of brains, but
the clever man does not go into the Army,
because he prefers to put his brains to better
use elsewhere, while the man of average brains
resigns because he did not enter the service to
lead the life of a student, and because he does
not obtain a sufficient remuneration for work done."
"But," I said, "If the Army is to be main-
tained at a proper rate of efficiency it must
work; it must have officers who know their
business. Surely that was the lesson we were
supposed to have learnt from our experience in
South Africa."

"Then let the officers be properly paid,"
he said.
"The present conditions will not do; they
prevent the right sort of men entering the
Army; they fill with discontent those who
join and undo the old regime. And as to the
good that is being done by the essays and
speeches that we are continually being called
upon to write and draw up, you may form your
own opinion when I tell you that half of them
are done by Army coaches and their assistants
for the very moderate charge of two guineas.
As regards this subject I will tell you the
experience of a friend of mine."

"Being a conscientious man, and really keen
on his profession, he took the greatest pains
with the scheme that had been set him, reading
all the books on the subject and devoting all his
spare time for a period of two months to work-
ing it up. What was his reward? He was
severely reprimanded because his scheme was
not so good as that of a brother officer who was
known to be less mentally endowed than himself.
This brother officer, for the sum of two guineas,
had received an elaborate type-written scheme
from an Army coach."

"The whole system is rotten. The Army is
neither one thing nor the other. It has
neither the esprit-de-corps of an amateur body
nor the proficiency of a professional one. It is
dissatisfied. Give us a living wage. The
British ratepayer annually subscribes a sum of
£30,000,000 for our maintenance, a sum quite
sufficient to pay us liberally according to
our efficiency. Do away with all the useless
Staff appointments which go by favour, and
not by merit, and which are such a drain
on our resources. Why should not the
Army be managed like any other great public
concern—like the railways, for instance? The
public money supports the one as well as the
other."

"In a few years I shall be on the retired list
—that is to say, that I shall find at the end of
the road on which I have spent the best years
of my life no prospect of a wider field of activity,
no fruit of labours, but a cul-de-sac. Had I
followed any other profession I should, at the
age of forty, be reasonably expecting to be
reaping my harvest, not throwing aside my
tools. I do not dispute the fact that the British
officer should work. I am merely showing why
he is dissatisfied."

"Why did you join the Service?" I asked.
"Not to work for nothing," he replied.
"What do you propose, then?"
"Conscription. Let every man have his turn
at working for nothing."
"But conscription is impossible in this coun-
try."
"Then so is an efficient army."—*Strait*
Times.

THE "STANDARD" NEWSPAPERS

(LIMITED).

The secretary of this company, in the course
of a circular he has issued to the shareholders,
says:—"The directors, after the most careful
consideration, have satisfied themselves that a
large portion of the freehold and leasehold
property belonging to the company—including
the premises in Fleet-street, which were recently
acquired and rebuilt by the late proprietors—
cannot with advantage be used for the purposes
of the business. Much of this portion com-
pletely isolated from the main building, and
therefore, be a source of much delay and
inconvenience in daily working. Negotiations
are now in progress with regard to these
premises, which, if satisfactorily completed, will
produce a considerable revenue to the company.
The general work of reorganization has been
steadily proceeded with, but progress has of
necessity been slow. The directors were of
opinion that, although increased expenditure
would be thereby incurred, it was desirable to
extend every consideration to all employees,
many of whom had served the papers faithfully
for many years, and to endeavour to adapt them
to new methods. The probationary period has
passed; and the editorial and mechanical or-
ganization is now practically complete. The
progress of the *Standard* is satisfactory. The
revenue from sales and other sources showing
a consistent increase over last year's figures.
Considerable amounts have been paid out of
profits and other additions and alterations.
The bank balance on June 30 stood at £70,185."

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL, 1st FLOOR.

ITALIAN VERMOUTH

FROM

FLLI CORA. TURIN. ITALY.

BEWARE OF OTHER SO-CALLED ITALIAN VERMOUTHS

SOLD IN THE COLONY

AND MADE IN FRANCE.

HIRANO.

THE LEADING MINERAL WATER OF THE EAST.

THE HIRANO MINERAL WATER CO. LD. KOBE.

AGENTS: F. BLACKHEAD & CO.

Hongkong, 16th August, 1905.

[45-16]

[1905]

NEWBRO'S HERPICIDE

The ORIGINAL remedy that "Kills the Dandruff Germ."

GOING! GOING!! GONE!!!



HERPICIDE WILL SAVE IT. HERPICIDE WILL SAVE IT. TOO LATE FOR HERPICIDE.
AWOMANTOBE PRETTY
must have pretty hair. Beautiful locks have a
subtle charm for the poetess, "fair tresses man's
imperial race enthrall." The unpoetic and fo-
cally real dandruff microbe makes the hair dull,
brittle and lusterless with later dandruff, itching
Drug Stores, \$1.00.

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Applications at prominent barber shops

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FINEST EGYPTIAN CIGARETTES.

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"Yields a maximum proportion of the valuable food
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"Perfect in Flavour, Pure and well prepared."—
BRITISH MEDICAL JOURNAL.

BEST & GOES FARTHEST.

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J. W. KEW,
Manager,
Hotel Manicom, 3rd Floor,
Hongkong, 8th August, 1905. 1433

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BLANKETS, TRUNKS,
BONNY FURNITURE AND FANCY GOODS.
No. 82, QUEEN'S ROAD CENTRAL.
Any Order Promptly Attended To.
Hongkong, 12th January, 1905.

SHIPPING

ARRIVALS.

CAMPA, British str., 1,105, Owen Jones, R.N.R., 13th Sept., Poochow 10th Sept., General.
—P. O. S. N. Co.
CLARA JENSEN, German str., 1,103, J. Bendixen, 13th Sept., Swatow 12th Sept., General.
—Osaka Shosen Kaisha.
GERMANY, German str., 1,714, J. Petersen, 13th Sept., Swatow 12th Sept., General.
—Jensen & Co.
HONNIGER, German str., 1,375, H. Hammer, 13th Sept., Swatow 12th Sept., General.
—Mitsui Bussan Kaisha.
KWANGLOO, Chinese str., 1,468, R. Liacoin, 13th Sept., Swatow 12th Sept., General.
—C. M. S. N. Co.
PIHA NANG, German str., 1,021, P. F. v. d. Meer, 13th Sept., Swatow 12th Sept., General.
—Kolschlag & Co.
PROBUS, Norwegian str., 1,224, N. C. Krabbe, 13th Sept., Swatow 12th Sept., General.
—Osaka Shosen Kaisha.
SOCIETY, British str., 3,896, V. R. F. Hickey, 13th Sept., Swatow 12th Sept., General.
—P. O. S. N. Co.
THOLMA, Norwegian str., 1,187, T. Jager, 13th Sept., Swatow 12th Sept., General.
—Mitsui Bussan Kaisha.

CLEARANCES.

At the Harbour Master's Office
13th September.
Hagblader, British str., for Singapore.
Hue, French str., for Kwangchow.
Tholma, Norwegian str., for Canton.

DEPARTURES.

13th September.
BAYERN, German str., for Shanghai & Japan.
CHRYSAE, British str., for Canton.
FRIEDRICH, Norwegian str., for Shanghai.
GLENFALLOCH, British str., for Amoy.
HAILAN, French str., for Peking.
HAIKUN, Chinese str., for Shanghai.
ISCHIA, Italian str., for Bombay.
KURIAN, British str., for Shanghai.
KWANGLOO, Chinese str., for Canton.
MONTANA, American str., for Manila.
PARLON, British str., for London.
PILGRIM, German str., for Europe.
SICK, British str., for Shanghai.
TANIAN, British str., for Vancouver.
ZATIA, British str., for Amoy.

SHIPPING REPORTS.

The German str. Germania reports: Fine weather and light winds.
The German str. Jura Nang reports: Fine weather and moderate sea.
The Norwegian str. Proteus reports: Light breeze from S.W. and smooth sea.
The Norwegian str. Tholma reports: Fine weather, westerly and southerly winds.
The Chinese str. Kwangchow reports: Moderate to light S.W. winds and fine clear weather with smooth sea throughout.

VESSELS IN DOCK.

13th September.
ABERDEEN DOCK.—Sumatra, Oscar II, H.M.S. Zulu, Penang, Johanna, H.M.S. Sandpiper.
COSMOPOLITAN DOCK.—Schleswig.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
The Company's Steamship
"HAICHING."
Captain A. E. Hodgins, will be despatched for the above ports TO-DAY, the 14th inst., at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAIRDALE & CO.,
General Managers.
Hongkong, 12th September, 1905. [2107]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"SILEZIA."

Captain L. Stahl, will leave for the above places on TUESDAY, the 19th inst., P.M.

For Freight or Passage, apply to
SANDER, WILDER & CO.,
Agents.
Princes' Building.
Hongkong, 13th September, 1905. [3]

"SILKE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"RADNORSHIRE."

will be despatched for the above ports on or about WEDNESDAY, the 29th inst.

For freight and further information apply to
SHEWAN, TOMES & CO.,
Agents "Silke" Line.
Hongkong, 9th September, 1905. [2094]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, GYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR EASTERN, CENTRAL GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SIMLA."

Captain C. D. Goldsmith, R.N.R., carrying His Majesty's Mails, will be despatched from here for Bombay on SATURDAY, the 23rd September, at Noon; taking passengers and cargo for the above ports in connection with the Company's steamer "Himalaya," 6,892 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Arabia," due in London on the 4th November, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
L. S. LEWIS,
Acting Superintendent.
Hongkong, 11th September, 1905. [1]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	CANDIA	Brit. str.	—	O. Jones, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP.	RADNORSHIRE	Brit. str.	—	C. D. Goldsmith, R.N.R.	SHEWAN, TOMES & CO.	About 20th inst.
LONDON, &c., VIA PORTS OF CALL.	SILKE	Brit. str.	—	—	P. & O. S. N. Co.	On 23rd inst., at Noon.
LONDON, AMSTERDAM & ANTWERP.	ANTENOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 26th inst.
LONDON, AMSTERDAM & ANTWERP.	ALCIBIOUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 10th Oct.
LONDON, AMSTERDAM & ANTWERP.	DIOMED	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th Oct.
MARSEILLES, &c., VIA PORTS OF CALL.	ERNEST SIMONS	Fr. str.	—	G. Meiners	MESSAGERIES MARITIMES	On 19th inst., at 1 p.m.
BREMEN, VIA PORTS OF CALL.	ROON	Ger. str.	—	V. Doshon	MELOCHERS & CO.	On 27th inst., at Noon.
HAYRE, BREMEN & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k.w.	Babbe	HAMBURG-AMERIKA LINE	On 22nd inst.
HAYRE & HAMBURG VIA STRAITS, &c.	SILEZIA	Ger. str.	k.w.	Knaebel	HAMBURG-AMERIKA LINE	On 4th Oct.
HAYRE & HAMBURG VIA STRAITS, &c.	SUEVIA	Ger. str.	k.w.	Rorden	HAMBURG-AMERIKA LINE	On 10th Oct.
HAYRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k.w.	Schönfeldt	HAMBURG-AMERIKA LINE	On 18th Oct.
HAYRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	k.w.	Jaburg	HAMBURG-AMERIKA LINE	On 1st Nov.
TRIESTE, &c., VIA SINGAPORE, &c.	PEESIA	Aus. str.	—	Craglietto	SANDER, WILDER & CO.	On 15th Nov.
GENOA, MARSAILLES & LIVERPOOL.	ACHILLEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 23rd inst., P.M.
GENOA, MARSAILLES & LIVERPOOL.	AGAMEMNON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 29th Oct.
NEW YORK VIA PORTS & SUEZ CANAL.	SIERRA BLANCA	Brit. str.	—	Grimes	SHEWAN, TOMES & CO.	On 18th inst.
NEW YORK VIA PORTS & SUEZ CANAL.	SENECA	Brit. str.	—	—	DOUGLAS & CO., LTD.	About 23rd inst.
NEW YORK VIA PORTS & SUEZ CANAL.	SATSUMA	Brit. str.	—	—	HAMBURG-AMERIKA LINE	About 5th Oct.
NEW YORK VIA SUEZ	VANDALIA	Ger. str.	k.w.	Hans	CANADIAN PACIFIC R. CO.	On 20th inst.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	S. Robinson, R.N.R.	CANADIAN PACIFIC R. CO.	On 1st Nov.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	ATHENIAN	Brit. str.	1 m.	G. V. Williams	DOUGLAS & CO., LTD.	On 17th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	TIENSIN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 1st Oct.
VICTORIA (B.C.) SEATTLE, &c., VIA JAPAN.	NIKOMEDIA	Ger. str.	—	Wagemann	PORTLAND & ASIATIC S.S. CO.	On 26th inst., at Daylight.
PORTLAND, OREGON VIA SHANGHAI, &c.	MINNESOTA	Am. str.	—	J. H. Rinder	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
SEATTLE, VIA SHANGHAI JAPAN, &c.	WILHELM	Ger. str.	—	Abenauer	MELOCHERS & CO.	On 19th inst., at Noon.
AUSTRALIAN PORTS VIA NEW GUINEA.	CHANGSHA	Brit. str.	1 m.	McArthur	BUTTERFIELD & SWIRE	On 25th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA, &c.	AUSTRALIAN	Brit. str.	—	C. J. Benton, R.N.R.	CHINA, JAPAN & AUSTRALIA	On 4th Oct., at Noon.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE.	SCOTIA	Brit. str.	—	—	BUTTERFIELD & SWIRE	About 15th inst.
YOKOHAMA & KOBE	CHINGTU	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 23rd inst.
JAPAN VIA SHANGHAI	TIENANAN	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
TIENSIN	ERANG	Brit. str.	—	L. Stabile	JARDINE, MATHESON & CO.	On 23rd inst., at 2 p.m.
SHANGHAI, YOKOHAMA & KOBE	CHRYSAE	Brit. str.	—	—	SANDER, WILDER & CO.	On 19th inst., P.M.
SHANGHAI	SHIAHSHING	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 19th inst., at 3 p.m.
SHANGHAI	CHUSAN	Brit. str.	—	H. W. Kaurick, R.N.R.	BUTTERFIELD & SWIRE	On 19th inst.
SHANGHAI	PROTEUS	Ger. str.	—	Krabbe	P. & O. S. N. Co.	About 1st inst.
TAMUI VIA SWATOW & AMOY	DAIWIN MARU	Jap. str.	—	H. Ohta	OSAKA SHOSHEN KAISHA	On 17th inst., at 8 A.M.
TAMUI VIA SWATOW & AMOY	PROMISE	Ger. str.	—	Thorntons	OSAKA SHOSHEN KAISHA	On 24th inst., at Noon.
ANPING VIA SWATOW & AMOY	HAICHING	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAIRDALE & CO.	To-day, at 10 A.M.
SWATOW, AMOY & FOCHOW	YUENSANG	Brit. str.	—	A. Nethly	JARDINE, MATHESON & CO.	To-morrow, at 4 p.m.
MANILA	YUEN	Brit. str.	—	R. Rodger	SHEWAN, TOMES & CO.	On 16th inst., at Noon.
MANILA	ZAFIRO	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 19th inst.
MANILA	KAPONG	Brit. str.	1 m.	—	SHEWAN, TOMES & CO.	On 23rd inst., at Noon.
CEBU & ILOILO	MAUSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 22nd inst.
SANDAKAN	PERIN	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 16th inst., at 2 p.m.
SINGAPORE, COLOMBO & BOMBAY	CATHERINE APCAR	Brit. str.	—	Lo More	P. & O. S. N. Co.	About 10th inst.
SINGAPORE, PENANG & CALCUTTA	NAMANG	Brit. str.	—	A. Stewart	DAVID SASSON & CO., LD.	On 10th inst., at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	NAMANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 26th inst., at Noon.

HAMBURG-AMERIKA LINIE.

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PROPOSED SAILINGS FROM HONGKONG.

DESTINATIONS	SAILING DATES	Freight & Passengers
SCANDIA (HAYRE, BREMEN & HAMBURG)	On 22nd Sept.	Freight & Passengers
SUEVIA (HAYRE & HAMBURG)	On 4th Oct.	Freight & Passengers
SLAVONIA (HAYRE, ANTWERP & HAMBURG)	On 10th Oct.	Freight & Passengers
SENEGAMBIA (HAYRE & HAMBURG)	On 18th Oct.	Freight & Passengers
SENEGAMBIA (HAYRE & HAMBURG)	On 1st Nov.	Freight.
VANDALIA (HAYRE & HAMBURG)	On 15th Nov.	Freight.
VANDALIA (NEW YORK VIA SUEZ)	About 5th Oct.	Freight.

Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabin amidships. Lighted throughout by electricity. Duty qualified doctors are carried.

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INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STEAMERS	SAILING DATES
MANILA	"YUENSANG"	Friday, 15th Sept., 4 P.M.
SANDAKAN	"MAUSANG"	Saturday, 16th Sept., 2 P.M.
SHANGHAI	"CHOYSANG"	Tuesday, 19th Sept., 3 P.M.
TIENSIN	"ESANG"	Saturday, 23rd Sept., 2 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 26th Sept., Noon.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chiofo, Tientsin, Newchwang and Yangtze Ports.

Taking Cargo on Through Bills of Lading to Lohai Datu, Simpona, Tawao, Kudat, Unkan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
GENERAL MANAGERS.
Hongkong, 14th September, 1905. [18]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT HIBRALTAH AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
ROON	WEDNESDAY 27th September
BAYERN	WEDNESDAY 11th October
ZIETEN	WEDNESDAY 25th October
PRINCESS ALICE	WEDNESDAY 8th November
SACHSEN	WEDNESDAY 22nd November
PRINZ REGENT LUITPOLD	WEDNESDAY 6th December
PRINZ HEINRICH	WEDNESDAY 20th December
PRINZ MITTEL FRIEDRICH	WEDNESDAY 3rd January
GRINSENAU	WEDNESDAY 17th January
ROON	WEDNESDAY 31st January
PRUSSSEN	WEDNESDAY 14th February
ZIETEN	WEDNESDAY 28th February

ON WEDNESDAY, the 27th day of SEPTEMBER, 1905, at Noon, the Steamship "ROON," Captain G. Meiners, with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NOTRE DAME.

Shipping Orders will be granted till Noon, on Monday, the 25th September. Cargo and Specie will be received on Board until 5 P.M., on Tuesday, the 26th September, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 26th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs., and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Line can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELOCHERS & CO., AGENTS.
Hongkong, 14th September, 1905. [5]

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

JAPAN-CHINA-AUSTRALIA LINE VIA NEW GUINEA.

STEAM FOR

FRIEDRICH-WILHELMSHAFEN, HERBERTSHOF, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

On TUESDAY, 19th September, at Noon, the Steamship "WILHELM," Captain Abernethy, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Line can be washed on board.

NORDDEUTSCHER LLOYD.

For Further Particulars, apply to
MELOCHERS & CO.,
Agents.
Hongkong, 25th August, 1905. [1976]

COMPAGNIE DES MESSEGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, SOYFE, MARSEILLES, LONDON, HAYRE, BORNEO, MANILA, MEXICO, NEAR AND BLACK SEA PORTS.

"ERNEST SIMONS,"
Captain Alland, will be despatched for MAISELLES on TUESDAY, the 19th September, at 1 P.M.

This Steamer connects at Colombo with the Australian line's "DUMBEA," bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "POLYNESIE" ... 3rd Oct.

S.S. "CALEDONIE" ... 17th Oct.

S.S. "OCEANIE" ... 31st Oct.

G. DE CHAMPEAUX,
Agent.
Hongkong, 8th September, 1905. [2]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

THE Steamship

"SENECA"

Captain Grimes, will be despatched as above on or about the 23rd September.

For Freight, or other information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Ordnance Freight Department,
(Hotel Marlborough, 2nd Floor).
Hongkong, 30th August, 1905. [1926]

GREAT NORTHERN STEAMSHIP COMPANY.

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

(Passing through the INLAND SEA OF JAPAN.)

THE Magnificent New Twin-Screw Steamship

"MINNESOTA,"

Tons 20,718 Gross Reg. Captain J. H. Rinder, will sail on MONDAY, the 25th September, at Noon, conveying Cargo to the Pacific Coast, United States and Canadian Overland Common Points; also Passengers to the United States, Europe, &c.

This Steamer is luxuriously fitted with spacious SUITE and SPA CABINETS, equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NEWS, STEAM LAUNDRY, &c.

Special provision is made for the safe transit of SILK, TREASURE and Valuable Cargo; and PARCELS are carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Agents.
Hongkong, 12th September, 1905. [2012]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

"SATSUMA" ... 30th Sept.

"WRAY CASTLE" ... to follow.

For Freight and further information, apply to
DOUGLAS & CO., LTD.
Agents.
Hongkong, 23rd August, 1905. [1519]

HONGKONG-MACAO LINE.

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORWENTHLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"DIOMED"	On 14th September.
GLASGOW and LIVERPOOL...	"RAISOW"	On 14th September.
GLASGOW and LIVERPOOL...	"DARDANUS"	On 21st September.
GLASGOW and LIVERPOOL...	"TYDEUS"	On 28th September.
GLASGOW and LIVERPOOL...	"CHING WO"	On 28th September.
GLASGOW and LIVERPOOL...	"KINTUCK"	On 5th October.
FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL...	"ACHILLES"	On 20th September.
LONDON, AMSTERDAM and ANTWERP...	"ANTENOR"	On 26th September.
LONDON, AMSTERDAM and ANTWERP...	"ALCINOUS"	On 10th October.
GENOA, MARSEILLES and LIVERPOOL...	"ACAMEMNON"	On 20th October.
LONDON, AMSTERDAM and ANTWERP...	"DIOMED"	On 24th October.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

FOR	STEAMERS	TO SAIL
VICTORIA, VANCOUVER, SEATACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBÉ and YOKOHAMA.	"TYDEUS"	On 1st October.
	"PINGSUEY"	On 1st November.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"YANGTZE"	On 29th September.
	"KEEMUN"	On 30th October.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 12th September, 1905.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, SHANGHAI, CEBU and ILOILO	"TEAN"	On 19th September.
YOKOHAMA and KOBÉ	"SHAOHSING"	On 19th September.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, HUSBANE, SYDNEY and MELBOURNE.	"KAIFONG"	On 22nd September.
	"CHINGTU"	On 23rd September.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Table. A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 14th September, 1905.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
TAMSUI VIA SWATOW AND ANJOY	"DAIJIN MARU"	SUNDAY, 24th Sept., at Noon.
TAMSUI VIA SWATOW AND ANJOY	"PROTEUS"	SUNDAY, 17th Sept., at 8 A.M.
ANPING VIA SWATOW AND ANJOY	"PRIMIS"	WEDNESDAY, 20th Sept., at Noon.

* This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with electric light.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.

T. ARIMA, Manager.

[14]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBÉ AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
LYRA	4,417	G. V. Williams	Sunday, September 17th
PLEIADES	3,753	F. G. Parington	Saturday, October 7th
SHAWMUT	9,606	E. V. Roberts	Saturday, October 14th
TREMONT	9,606	T. W. Garlick	Saturday, November 4th

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS.

Queen's Buildings, Hongkong, 24th August, 1905.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	CANDIA	Noon, 15th September	Freight only.
	O. Jones, R.N.R.		
YOKOHAMA VIA SHANGHAI, MOJI and KOBÉ (Passing through the Inland Sea)	SOCOTRA	About 15th September	Freight only.
	C. J. Banton, R.N.R.		
* SINGAPORE, COLOMBO, PEKIN and BOMBAY	Le Mare	About 16th September	Freight only.
SHANGHAI	CHUSAN	About 21st September	Freight and Passage.
	H. W. Kenrick, R.N.R.		
LONDON, &c.	SIMLA	Noon, 23rd September	See Special Advertisement.
	C. D. Goldsmith, R.N.R.		

* Calling at Penang if sufficient inducement offers.

For further Particulars, apply to

Hongkong, 13th September, 1905.

L. S. LEWIS,
Acting Superintendent.

JAPAN COALS.

ITSUI BUSSAN KAISHA (ITSUI & CO.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, 108 HONG KONG STREET.

OTHER BRANCHES

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemoopo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimotsuki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Matsuyama, Hiroshima, Hakodate, Taipeh, &c.

Telegraphic Address "ITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kanada, Fujiyama, Muneda, Munoura, Onoura (Osaka), Sasahara Teikoku, Yoshinaka, Yashio, Yunkoku, and other Coals.

S. MINAMI, Manager, Hongkong.

VESSEL ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling "at SINGAPORE, PENANG, CALCUTTA, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID." Taking Cargo at through rates to the BRAZIL, to SOUTH AMERICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"PERSIA". Captain Craglietto, will be despatched as above on SATURDAY, the 23rd inst., P.M.

This steamer has splendid accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight apply to

SANDER, WELBE & CO., Agents.

Hongkong, 6th September, 1905.

[3]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I. A.B.C. and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 96 1/2 "

Width of Entrance on Bottom... 88 1/2 "

Water on Blocks at Spring Tide 34 1/2 "

DOCK No. 1.

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 83 "

Water on Blocks at Spring Tide 24 1/2 "

DOCK No. 2.

Extreme Length... 371 feet.

Length on Blocks... 360 "

Width of Entrance on Top... 69 "

Width of Entrance on Bottom... 62 "

Water on Blocks at Spring Tide 22 "

PATENT SLIP.

Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with

LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIAL is

always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P.)

especially built for SALVAGE PURPOSES

equipped with necessary gear, always ready

Short Notice.

[135]

MARTIN'S

APIOL & STEEL

PILLS

For Nervous Exhaustion

CHAPOTEAU'S

Phosphoglycerate

OF LINE

The modern restoration of the nervous system.

For brainworkers, professional men, teachers, students, etc., and in debility, mental losses, dropsy of nervous origin and insomnia.

It is readily assimilated and promotes digestion.

PHOSPHOGLYCERATE SYRUP (CHAPOTEAU)

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PHOSPHOGLYCERATE CAPSULES (CHAPOTEAU)

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1011

WALTHAM WATCHES

12,000,000 of these watches now in use. All Waltham watches are guaranteed by American Waltham Watch Co., the largest watch movement manufacturing concern in the world.

NOW READY.
A TABLE OF THE
RATES OF EXCHANGE AT HONGKONG
for Demand Drafts on London on the day of or preceding the departure of the English Mails also Table of Yearly Approximate Averages
FOR 31 YEARS,
FROM
1874 TO 1904.
Price 32 Cash. On Sale at the "DAILY PRESS" OFFICE, or Local Booksellers.
Hongkong, 11th May, 1905.

VISITORS AT HOTELS.

HONOLULU HOTEL.

Mr. H. G. Battiscombe	Mr. B. J. Holt
Lieut. H. F. Bell, ensign	Enq. Capt. Harst, ensign
Mr. & Mrs. J. B. Bang	Mr. & Mrs. L. Bullock
Mr. & Mrs. J. B. Bang	3 children and maid
Mr. R. J. Bierbeck	Mr. G. H. Innes
Mr. L. C. Bishop	Dr. & Mrs. Evan Jones
Mr. S. Bisnoy	Mr. F. Kerr
Mr. W. S. Bissell	Mr. H. H. Laing
Mr. Bonchell	Mr. H. C. Lange
Mr. B. B. Bower	Mr. J. C. Lester
Mr. P. G. Brighton	Mr. A. R. Lewis
Mr. L. Broughall	Mr. L. S. Lewis
Mr. & Mrs. W. C. Bunnar	Mr. V. Lugubill
Mr. W. F. Carter	Mr. D. Macdonald
Mr. H. F. Chubbey	Dr. O. Marriott
Mr. C. P. McClure	Mr. P. P. McLean
Hon. Dr. Francis Clark	Ans. Mordcau
Mr. T. Clark	Mr. P. L. Miller
	Mr. & Mrs. E. J. Moon

SIBERIA.	American str., 5,655, J. Tremaine Smith, 12th Sept.—San Francisco 16th August, Mails, Flour and General.—P. M. S. S. Co.
SUMATRA.	German str., 584, H. Winne, 24th August.—Singapore 17th August, General.—Norddeutscher Lloyd.
YUKAWANG.	British str., 1,192, P. H. Rolfe, 11th Sept.—Manila 8th September, General.—Jardine, Matheson & Co.
SAFETY VESSELS.	CONDEMNED, British ship, 1,880, L. G. Dixon, 5th September.—New York via Melbourne 14th June, Kerosene Oil.—Standard Oil Co.
ECUADOR.	German 4-m. barque, 2,193, O. Dickmann, 2nd Sept.—New York 19th May, Parafin.—Order.
LAWHILL.	British 4-m. barque, 2,749, J. C. Jarvis, 3rd June.—New York 27th Jan., Case Oil.—Standard Oil Co.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Com. R. M. Harbord, Weihaiwei.	Andromeda, cruiser, 12,500 tons, 16 guns, 16,500 h.p., Capt. Nelson Ommannay, Weihaiwei.	Arun, torpedo boat destroyer, 550 tons, 6 guns, 7,000 h.p., Lieut.-Comdr. R. Henneker, Weihaiwei.	Astraea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Capt. Lionel G. Tufnell, Shanghai.	Bonaventure, 2nd class cruiser, 4,390 tons, 10 guns, 7,000 h.p., Capt. H. H. Torlesse, Weihaiwei.	Cadmus, British sloop, 1,070 tons, Capt. H. D. Cane, Laredo, Yangtze.	Clio, British sloop, 1,070 tons, Captain H. D. Wilkin, D.S.O., Yangtze.	Dec, torpedo boat destroyer, 550 tons, Lieut.-Comdr. H. E. Sullivan, R.N., Shanghai.	Diadem, 1st class cruiser, 11,000 tons, 16 guns, 11,800 h.p., Capt. H. W. Savory, Weihaiwei.	Erna, torpedo boat destroyer, 550 tons, Lieut.-Comdr. R. H. Bathurst, Weihaiwei.	Ettrick, torpedo boat destroyer, 550 tons, Lieut.-Comdr. Lewis, Weihaiwei.	Ere, torpedo boat destroyer, 550 tons, Comdr. A. F. Everett, Shanghai.	Faust, torpedo boat destroyer, 550 tons, 6 guns, 5,700 h.p., Lieut.-Comdr. Stevenson, Weihaiwei.	Handy, torpedo boat destroyer, 280 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Cox, Weihaiwei.	Hart, torpedo boat destroyer, 280 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Richards, Hongkong.	Heda, special torpedo vessel, 6,400 tons, 2400 h.p., Capt. E. F. R. Channon, Weihaiwei.	Hogue, cruiser, 12,600 tons, 14 guns, 31,000 h.p., Captain Shortland, Weihaiwei.	Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. Fawcett, Amoy.	Ilben, torpedo boat destroyer, 550 tons, Lieut.-Comdr. C. Seymour, Weihaiwei.	Janus, torpedo boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lt.-Comdr. Darwall, Hongkong.	Kinsla, river gunboat, 331 tons, Lieut.-Comdr. E. V. F. R. Dagmore, on Yangtze.	Moorehen, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. F. B. Noble, West River.	Other, torpedo boat destroyer, 550 tons, 6 guns, 6,300 h.p., Lt.-Comdr. Kidd, Weihaiwei.	Ramler, surveying-ship, 583 tons, Comdr. Chas. E. Monro, Borneo.	Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Vaughan, West River.	Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. H. L. Atlay, Hongkong.	Sirius, 2nd class cruiser, 3,900 tons, 6 guns, 6,300 h.p., Capt. C. H. H. Moore, Singapore.	Saipa, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Ernest W. G. Davidson, on Yangtze.	Sudley, 1st class cruiser, 12,000 tons, 14 guns, 21,000 h.p., Captain Wm. L. Grant, en route Weihaiwei.	Tamar, receiving ship, 4,500 tons, 6 guns, Commodore C. G. Dicken, at Hongkong.	Teal, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. Stewart, on Yangtze.	Virago, torpedo boat destroyer, 550 tons, 6 guns, 5,300 h.p., Lieut.-Comdr. J. A. Gregory, Weihaiwei.	Waterwitch, surveying ship, 620 tons, 450 h.p., Comdr. A. W. Glenzie, surveying.	Whiting, torpedo boat destroyer, 360 tons, 6 guns, 5,000 h.p., Lieut.-Comdr. C. E. L. Thomas, Weihaiwei.	Widgeon, gunboat, 195 tons, 2 guns, 900 h.p., Lt.-Comdr. G. B. Spence-Sinclair, Yangtze.	Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Hugh Somerville, Yangtze.	Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. J. F. Knox, Yangtze.
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CONNAUGHT HOTEL.

Mr. P. E. Adams	Mrs. Maxfield & child
Mr. & Mrs. Ashberg	Mrs. & Mrs. T. K. Mong
Mr. B. J. Barlow	Mr. H. E. Miller
Lieut. F. J. Baum	Mr. J. S. Muller
Mr. E. Bradley	Mrs. G. M. Muller
Mrs. F. Bradley	Mr. J. Murphy
Mr. A. J. Brown	Mr. A. E. Paine
Mr. & Mrs. R. W. Cherry & child	Mr. W. T. Parker
Mr. S. Davis	Mr. E. Roush
Mrs. Drew	Mr. J. A. Rowat
Mr. E. F. E. Esling	Mr. E. Stobbing
Mr. & Mrs. H. Eyre	Mr. E. Stobbing
Mr. E. E. Esling	Mr. S. C. Staryans
Mrs. A. J. Goodwin	Mr. J. B. Thomas
Mrs. B. Gray	Mr. J. D. W. Thomson
Mr. E. W. Heads	Mr. & Mrs. Tinsott & child
Mr. A. A. Holmes	Mr. & Mrs. Tinsott & child
Mrs. C. A. Jack	Mr. & Mrs. Tinsott & child
Mr. E. M. Joseph	Mrs. D. E. Wolfe
Mr. J. E. Joseph	Mr. S. K. Wong
Mr. F. J. Marquis	

CARLTON HOTEL.

Mr. J. Ainslie	Mr. Mason
Capt. Anderson, E.A.	Mr. A. McCloy
Mr. Roger J. Andap	Mr. U. Nergava
Mr. A. B. Blanco	Mrs. G. Osborn
Mr. B. Boyce	Mr. & Mrs. Parker (and child)
Mr. J. Cratichank	Mr. Pugh
Mr. Walter Daniel	Mr. F. S. Eaynor
Mr. L. T. Delaney	Madame Ribot
Mr. A. H. Douglas	Mr. G. Morton Smith
Mr. B. Engel	Mr. O. Stables
Mrs. M. Gains	Mr. O. Stables
Mrs. M. Hayes	Mr. O. Tans
Mr. A. Helgman	Mr. B. N. Whitmore
Mr. E. Kohnke	Mr. E. M. Williams
Mr. A. J. Lugobli	

KOWLOON HOTEL.

Miss Julia Boudfield	Mr. & Mrs. L. A. Mac
Capt. Buller	Mr. J. S. Hall
Mr. J. P. Hart	Mr. W. S. McNab

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